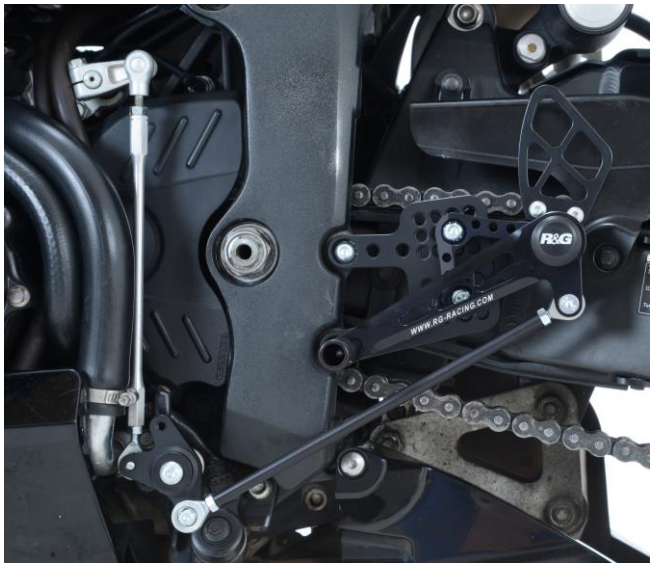
FITTING INSTRUCTIONS FOR RSET22BK ADJUSTABLE REARSETS FOR HONDA CBR600RR '03-



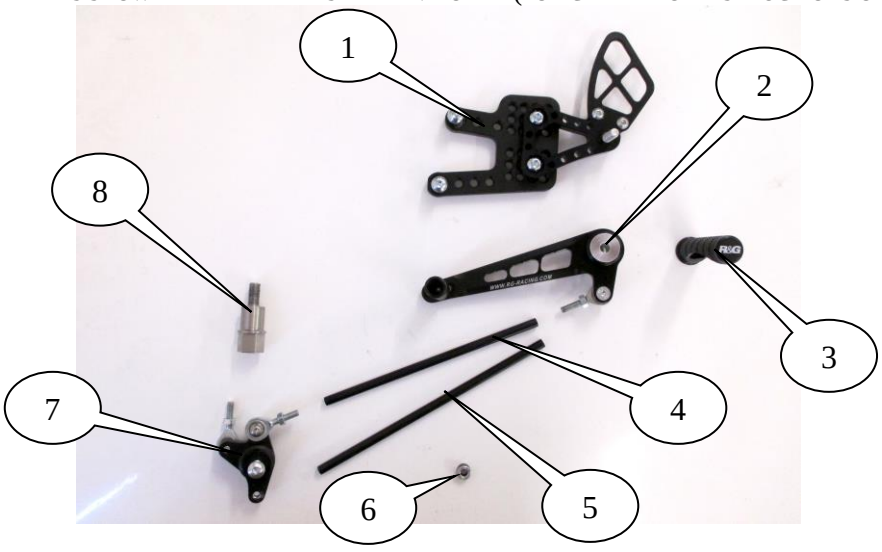
Picture A

Picture B

THIS KIT CONTAINS THE ITEMS PICTURED AND LABELLED BELOW.
DO NOT PROCEED UNTIL YOU ARE SURE ALL PARTS ARE PRESENT.

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike.

THE PARTS SHOWN MAY BE REPRESENTATIVE ONLY (FOR CLARITY OF INSTRUCTIONS ONLY).



LEFT HAND / GEAR SHIFT SIDE (ALL MODELS)

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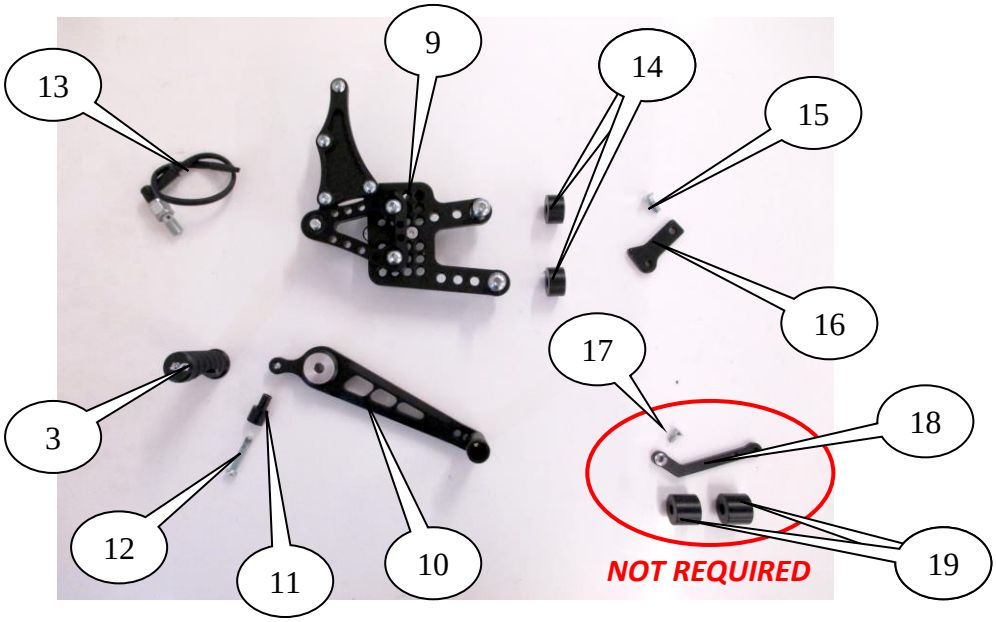
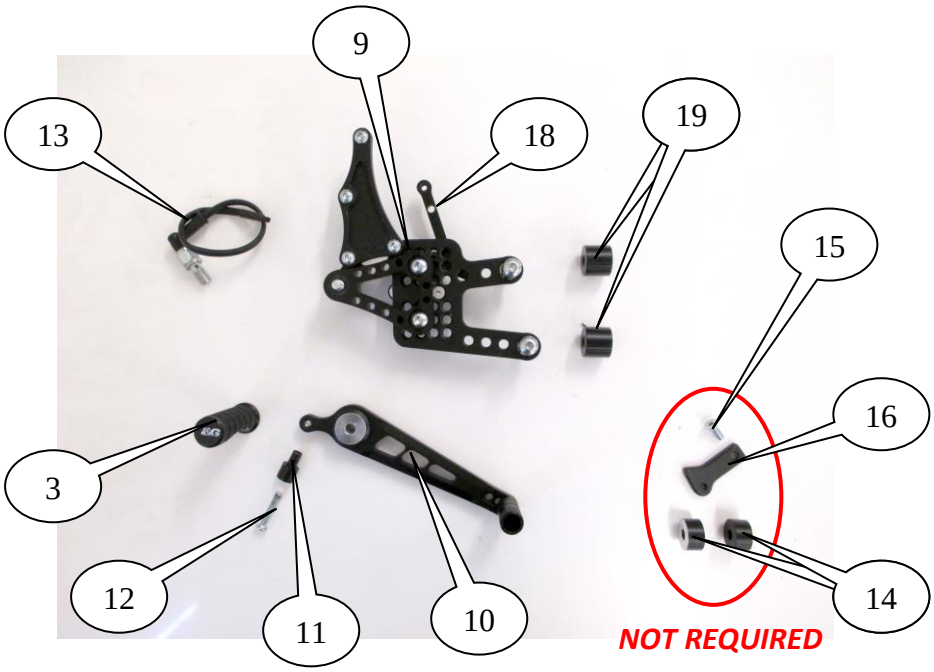


RIGHT HAND / BRAKE SIDE (‘13 MODEL ONWARDS)



RIGHT HAND / BRAKE SIDE (’03-’06 / ’07-’08 / ’09-’12 MODELS)

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LEGEND

ITEM 1 = LEFT SIDE MAIN REARSET BRACKET ASSEMBLY (with 2x M8 x 20mm Button Head Bolts) (x1).
ITEM 2 = GEAR SHIFT LEVER ASSEMBLY (with Toe-peg & M6 *(left hand)* Rose Joint/Nut) (x1).
ITEM 3 = FOOTPEG (x2).
ITEM 4 = GEAR SHIFT LINKAGE ROD (195mm Long) (x1). ***Normal Shift (1down – 5up)***
ITEM 5 = GEAR SHIFT LINKAGE ROD (225mm Long) (x1). ***Race Shift (1up – 5down)***
ITEM 6 = SPACER (S0691) (7mm long) (x1).
ITEM 7 = ROCKER ARM ASSEMBLY (with bearing & 2x M6 *(right hand) Rose* Joints/*Nuts (one with 2.5mm spacer))* (x1).
ITEM 8 = ROCKER ARM MOUNTING BOSS (E0057) (x1).
ITEM 9 = RIGHT SIDE MAIN REARSET BRACKET ASSEMBLY (with 2x M8 x 40mm Button Head Bolts) (x1).
ITEM 10 = BRAKE LEVER ASSEMBLY (with Toe-peg) (x1).
ITEM 11 = STEPPED SPACER (24mm long) (x1).
ITEM 12 = M6x30mm LONG BUTTON HEAD BOLT (x1).
ITEM 13 = BRAKE LIGHT SWITCH (x1).
ITEM 14 = SPACER (S0699) (13mm long) (x2).
ITEM 15 = M6x16mm LONG COUNTERSUNK BOLT (x1).
ITEM 16 = SOLID BRAKE LINE EXTENSION BRACKET (M0371) (x1).
ITEM 17 = M5x12mm LONG COUNTERSUNK BOLT (x1).
ITEM 18 = EXHAUST COVER MOUNTING BRACKET (x1).
ITEM 19 = SPACER (20mm long) (x2).

Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – *the rubber washers should be thrown away*!

TOOLS REQUIRED

- Socket set to include 12 & 20mm sockets & wrench.
- Socket set to include 3, 4, 5, 6 & 8mm A/F sockets & wrench.
- Torque wrench (up to 40N/m).

GENERAL TORUE SETTINGS

M4 Bolt = 8 N/m
M5 Bolt= 12 N/m
M6 Bolt = 15 N/m
M8 Bolt = 20 N/m
M10 Bolt = 40 N/m

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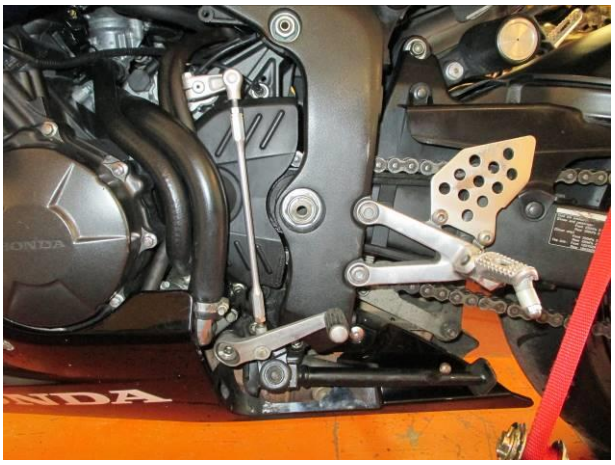
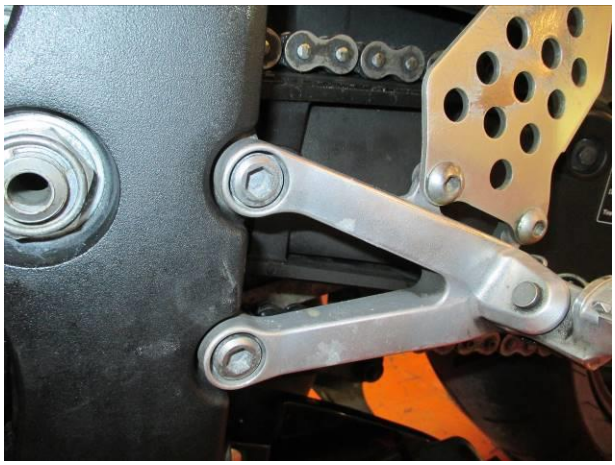
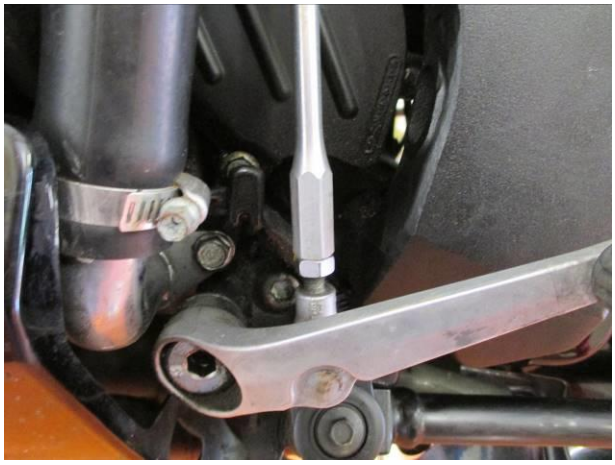


Picture 1



Picture 2

Picture 3



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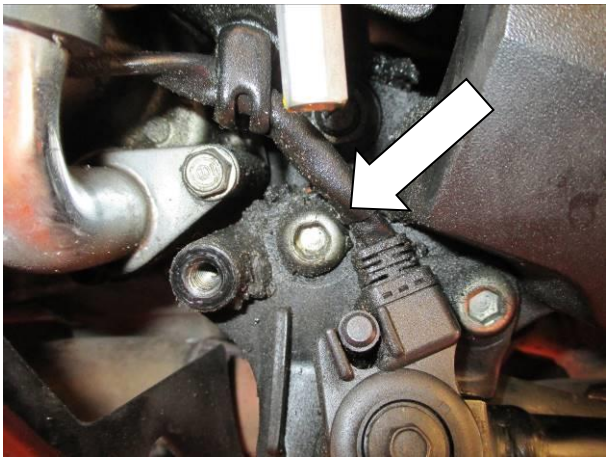

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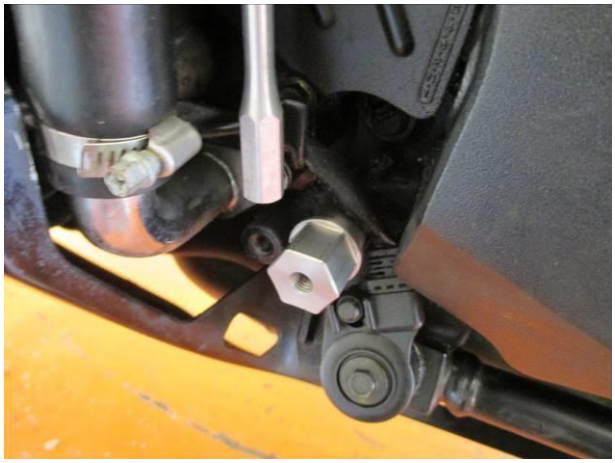

Picture 6

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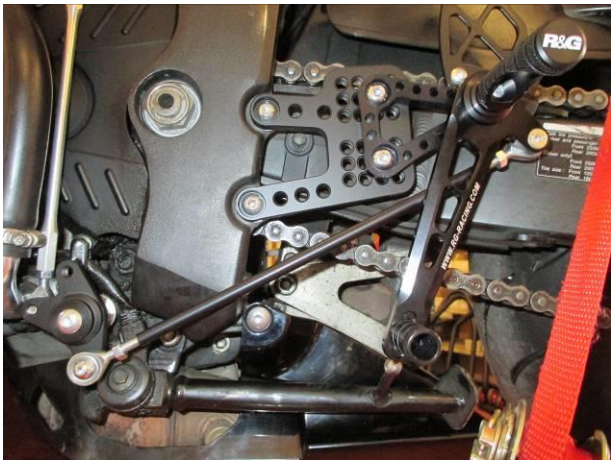
Picture 7

Picture 8

Picture 9

Picture 10



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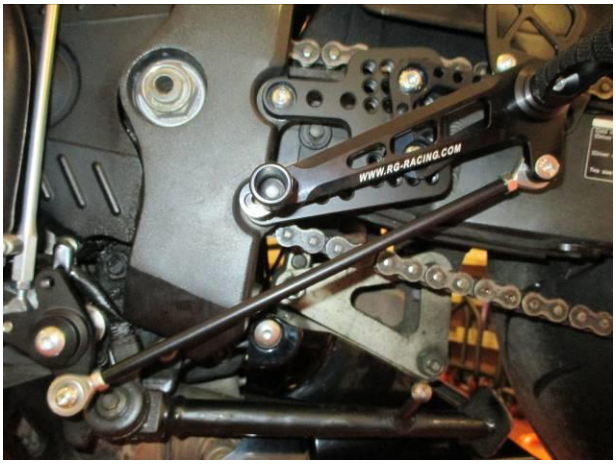

Picture 12

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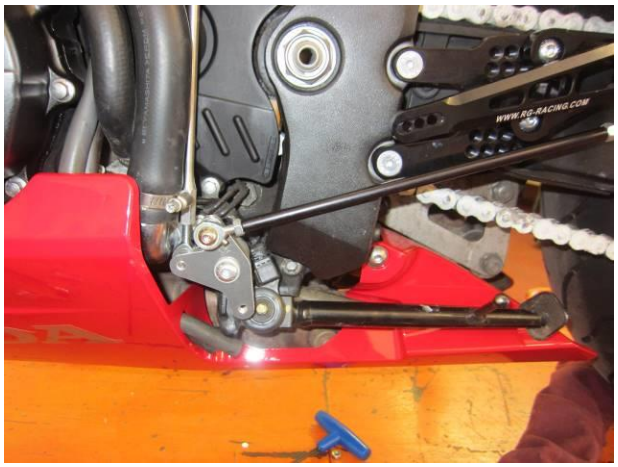


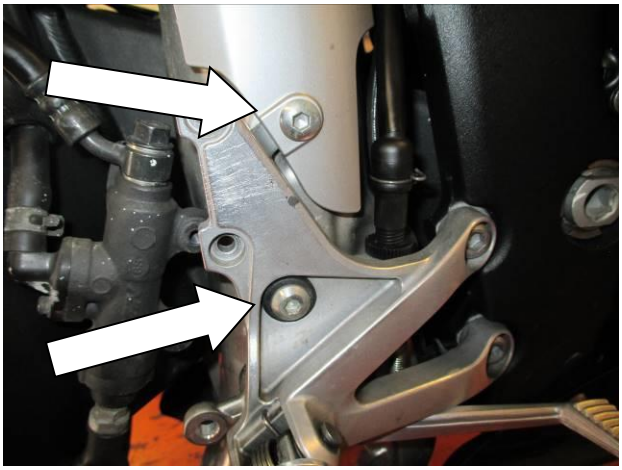
Picture 13

Picture 14

Picture 15

Picture 16

Picture 17



Picture 18

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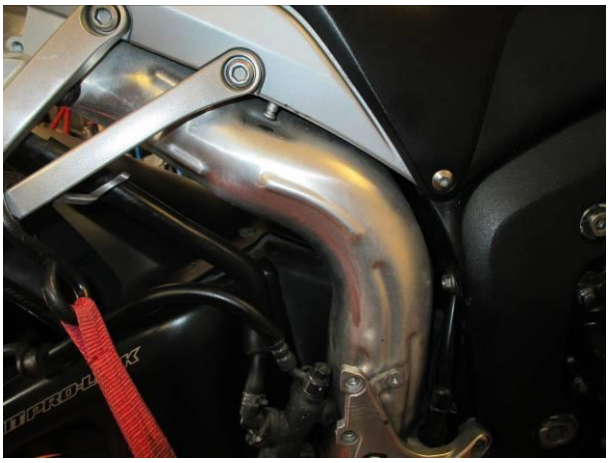

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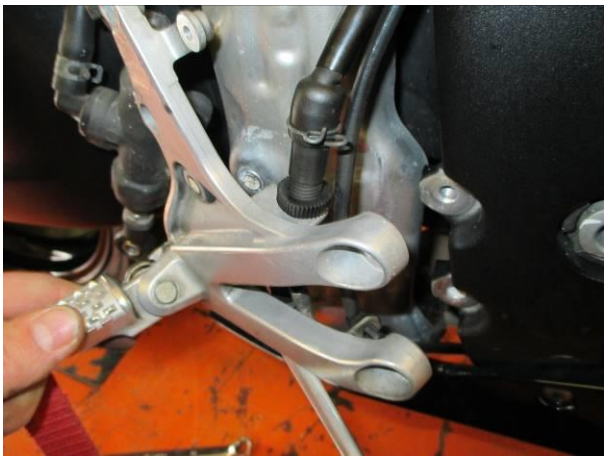
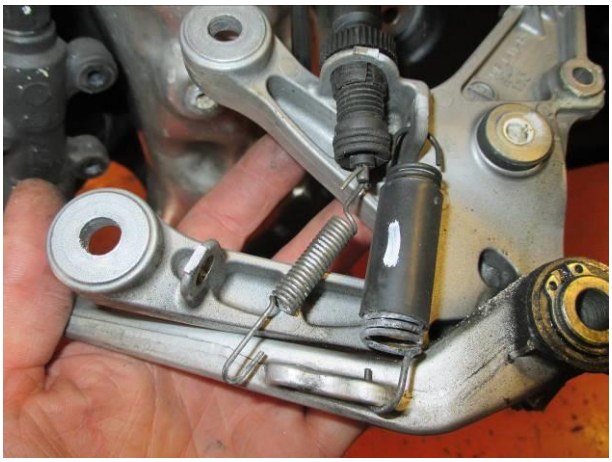


Picture 20

Picture 21



Picture 22

Picture 23

Picture 24

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Picture 25

Picture 26

Picture 27

Picture 28

Picture 29

Picture 30

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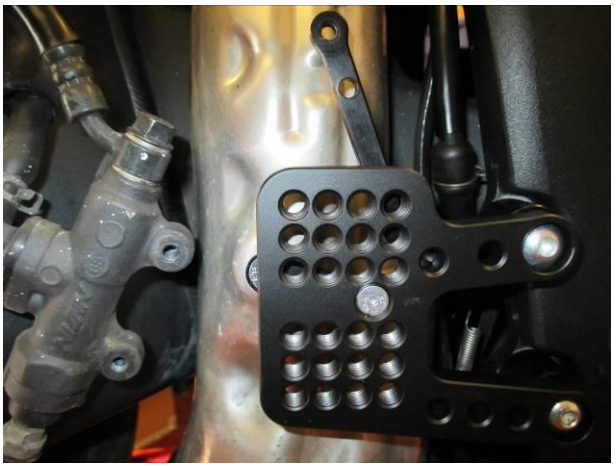


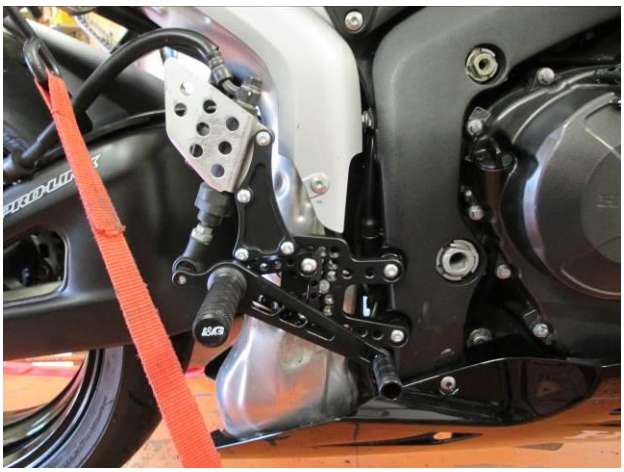
Picture 31

Picture 32

Picture 33

Picture 34

Picture 35



Picture 36

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FITTING INSTRUCTIONS

PLEASE BE AWARE THAT EACH ASSEMBLY PROVIDED IS ONLY LOOSELY ASSEMBLED. FULL FITTING WILL REQUIRE TIGHTENING OF EACH BOLT TO RECOMMENDED TORQUE WITH THE ADDITION OF A THREAD LOCKING COMPOUND – SUCH AS R&G THREAD LOCK.

Gear Shift Side

- Remove the two bolts that secure the OEM footrest in place on the frame, as shown in pictures 1 & 2.
- Fit the left side rearset assembly into place on the bike, using the two M8 x 20mm long bolts, as shown in picture 3. *(If not already fitted, fit the gear shift lever assembly and footpeg to the backing plate first).*
- Loosen the locking nut on the gear linkage rod and then remove the mounting bolt for the OEM gear lever, as shown in picture 4. ****On the '03-'06 models, the belly pan may need to be removed to access this bolt. There is also a breather hose attached to the water pump housing which may need to be re-positioned.****.*
- With the gear lever off, it can now be un-wound off the linkage rod and removed, as shown in picture 5
- Remove the side stand mounting bolt (as arrowed in picture 5) and replace with the Rocker Arm Mounting Boss (item 8 – E0057). Screw the threaded end in and tighten using a 20mm socket, as shown in picture 6.
- Now take the Rocker Arm Assembly (item 7) and ensure it is assembled in the correct configuration for the shifting pattern required, as shown in pictures 7 & 8 and explained below.
- For normal "road" shift pattern (1 down – 5 up), the M6 ***left hand thread*** needs to be fitted to the top mounting hole, using the M6 x 20mm long button head bolt and mounted from the front, as shown in picture 8. ****On the '07-'08 '09-'12 / '13- models the additional spacer (item 6 – S0691 – 7mm long) may be required to sit between the rose joint and rocker arm to clear the frame and maintain linkage rod alignment.(On later models, this may need to be placed on the gear shift lever end instead).****.*
- For "race" shift pattern (1 up – 5 down), the M6 ***left hand thread*** needs to be fitted to the bottom mounting hole, using the M6 x 20mm long button head bolt and mounted from the front. ****On the '07-'08 '09-'12 / '13- models the additional spacer (item 6 – S0691 – 7mm long) may be required to sit between the rose joint and rocker arm to clear the frame and maintain linkage rod alignment.****.*
- Ensure the left threaded hole (as seen in picture 7) is fitted with the smallest 2.5mm spacer, M6 ***right hand thread*** rose joint and M6 x20mm long button head bolt, and is inserted from the rear, as shown in picture 8. *This should ensure the OEM linkage rod remains vertical when on the bike.*
- Offer this rocker arm assembly up to the bike and screw the right hand threaded rose joint onto the OEM linkage rod, ensuring the locking nut is on the exposed end of the thread first, as shown in picture 9.
- Now fit the M8 x 40mm long button head bolt through the rocker arm assembly and into the already fitted mounting boss, as shown in picture 10, before tightening. *Ensure the rocker arm assembly freely rotates on the bearing arrangement.*
- On certain models, the jubilee clip on the water hose may need to be loosened and rotated slightly to allow clearance for the rocker arm movement.
- The linkage rod can now be fitted to connect the rocker arm to the gear shift lever. If using normal "road" shift and the top mount on the rocker arm, use the shorter linkage rod supplied

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(item 4 – 195mm long). If using "race" shift and the bottom mount on the rocker arm, use the longer linkage rod supplied (item 5 – 225mm long). Offer the linkage rod between the two rose joints (ensuring the left hand threaded end matches with the correct rose joint), insert the two threaded ends and tighten until the gear shift lever is in a comfortable position, as shown in picture 11. *In extreme cases (fully forward or fully rearward), the alternative linkage rod may be required to achieve maximum adjustability.*

- Check the correct operation of the gear shifter and once satisfied with the position, tighten the three locking nuts on the two linkage rods, ensuring there is at least 10mm of thread engaged, as shown in picture 12 & 13.
- Ensure all bolts are tightened and that the gear shift lever operates correctly and does not interfere with any other part of the bike.

Brake Side

- Remove the split-pin on the rear of the brake master cylinder rose joint bolt, as shown in picture 15.
- Remove the nut and bolt from the rose joint to release it from the brake lever, as shown in picture 16.
- Remove the two bolts that secure the brake master cylinder in place on the footrest bracket, as shown in picture 17. Put the heel plate to one side, as this will be required when re-fitting.
- Remove the two bolts as arrowed in picture 18. With these bolts removed, the plastic exhaust cover can be removed from the bike by gently pulling downwards, releasing the upper mount from the rubber grommet, as shown in picture 19.
- Remove the two bolts that secure the footrest hanger in place, as shown in picture 20.
- Remove the hose clips and spring/brake lever switch from the rear of the footrest hanger, allowing it to be free and removed from the bike, as shown in picture 21 and 22.
- On the '13- model, there is an additional bracket that sits behind the footrest hanger bolts, as shown in picture 23. Un- mount this from the ABS brake line by removing the bolt, as shown in picture 24.
- The R&G rearsets can now be fitted to the bike.
- Fix the small mounting bracket that is bolted to the back of the right rearset assembly to the exhaust shield using the M5 countersunk bolt, as shown in picture 25.
- Take the right side rearset mounting plate and fit the bent mounting bracket that secures the plastic cover in place, as shown in picture 26. *If fitting to '13 model onwards, this piece and the plastic cover cannot be re-fitted to the bike, due to the brake line positioning.*
- If fitting to the '13 model onwards, take the small aluminium bracket, as shown in picture 27, and attach it to the ABS brake line block, as shown in picture 28. This can then be attached to the OEM bracket using the original bolt (as shown in picture 23) and simply spaces the ABS brake block out to allow the hose to reach through the rearsets range of adjustability. *This is not required on any of the earlier model variants.*
- Take the right side mounting plate assembly and offer it up to the bike using the two M6 x 40mm long button head bolts and correct spacers, as seen in the **right hand / brake side** pictures and shown in pictures 29 & 30. *If fitting to the '13 model onwards (optional also on '03-'06 models), use the smaller 13mm spacers (item 14) and bolt the previously installed OEM bracket in place along with this assembly. If fitting to the '03-'06 / '07-'08 / '09-'12 model bikes, use the longer, 20mm spacer (item 19).*
- Fit the M5 countersunk bolt through the rearset mounting plate and tighten into the small bracket that secures the exhaust guard in place, before tightening, as shown in picture 31.

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- Re-fit the plastic exhaust cover *(except on '13 model onwards)* using the original bolt and tighten into the mounting hole on the bent bracket on the back of the rearset mounting plate, as shown in picture 32.
- Take the small stepped spacer (item 11 – 24mm long) and fit the smaller diameter end into the rose joint, as shown in picture 33.
- Locate the M6 x 30mm long button head bolt (item 12) through the rose joint/spacer and tighten into the rearward mounting hole of the brake lever from the rear, as shown in picture 34. *If not already fitted, fit the brake lever assembly and footpeg to the backing plate first.*
- Fit the right side rearset assembly into place on the bike, using the two M8 x 20mm long bolts, as shown in picture 35.
- The brake master cylinder can now be fitted into place on the brake mount, using the two M6 x 16mm long button head bolts, ensuring to re-fit the OEM heel plate in between the master cylinder and mounting bracket, as shown in picture 36.
- On certain models, the slack in the rear brake hose may need to be gently pulled along the swingarm depending on the chosen position of the adjustable footpeg bracket.
- Adjust the locking nut on the brake master cylinder rose joint to achieve a comfortable position for the brake lever and tighten the nut securely.
- Ensure all bolts are tightened and that the rear brake lever operates correctly.

Brake Light Banjo Switch

- Remove the bolt holding the banjo fitting to the end of the master cylinder and replace the bolt with the brake light sensor switch using the aluminium sealing washers. **PLEASE NOTE YOU WILL HAVE TO BLEED THE BRAKING SYSTEM.**
- We recommend cutting the original wiring and using bullet connectors to connect the brake light sensor switch wires to the original wiring.
- Please check operation of brakes and brake light before riding.

Please note that the master cylinder pressure shaft has to be directly in line with the master cylinder. Failure to do this may result in brake failure or jamming of the brakes.

Because of the complexity and inherent dangers involved in undertaking any work involving the braking system we strongly recommend a qualified mechanic fits/or checks after the fitting of this product.

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